# MILWAUKEE DAILY SENTINEL.

VOLUME XI.—NEW SERIES. MILWAUKEE, THURSDAY MORNING, DECEMBER 11, 1856. WHOLE NUMBER 4613.


## THE DAILY SENTINEL.

R. Foss Blake & Co,

[illegible]

BRIDGE

OFFICE [illegible]

ARCHITECT, SUPERINTENDING

ARCHITECT AND SUPERINTENDING

L. J. MERRICK & CO

BRICK!

OFFICE [illegible]

BOOKS, STATIONERY,

PAPER [illegible] &c.,

185 [illegible] STREET,

MILWAUKEE [illegible] Wis.

J FORD [illegible] BABCOCK

T W MARSH & CO

YANKEE NOTIONS,

CIGARS AND PIPES

COMMON & FANCY CANDY

R. W. PECKET & CO'S [illegible]

No. 300 West side Pt. Edward's

SPORTSMAN'S DEPOT.

GUNS, PISTOLS AND OTHER SPORTING IMPLEMENTS

WHOLESALE AND RETAIL.

[illegible]

SINCLAIR & DENNISON,

[illegible]

WHOLESALE DRUGGISTS

Glass, Glass Ware, Putty, &c.

Also Agents for [illegible]

MILWAUKEE [illegible] WISCONSIN.

EDWIN D. BAKER & CO.,

[illegible]

WINES, LIQUORS, CIGARS, &c.,

SUPERIOR ARTICLE OF WHISKEY,

20 East Water Street, Milwaukee, Wis.

Whiskey by the [illegible] constantly on hand.

P. S.—Sole Agents for the sale of Wisconsin, for the celebrated "Eugene Chateau Champagne." nov26

BROOKS & STEVENSON,

Portrait and Landscape

PAINTERS.

STUDIO, CORNER OF EAST WATER AND WISCONSIN STREETS

Over Evan Cottle's.

dec1d772dly

## RAILROADS.

MILWAUKEE DIVISION OF THE MILWAUKEE & LA CROSSE R.R.

Change of Time.

ON AND AFTER Monday, October 6th, 1856, Trains will run between Milwaukee and Milton Junction as follows:

LEAVE MILWAUKEE.

[illegible]

LEAVE MADISON

[illegible]

LEAVE JANESVILLE.

[illegible]

Passengers for Madison will take the 8 A M train, and arrive at Madison at 1 P M.

Passengers for Janesville will take the 12 M train, and arrive at Janesville at 5 P M.

All through freight will be carried by Night Trains.

Local freight will be carried by Day Trains.

Passengers will procure Tickets before taking the cars.

Baggage will be checked through.

No extra charge for Excess Baggage.

Fare as low as by any other route.

BYRON KILBOURN, Supt.

MILWAUKEE & MISSISSIPPI R. R.

FALL ARRANGEMENT

ON AND AFTER [illegible] will run between Milwaukee, Janesville, Madison and Minneola, as follows:

LEAVE MILWAUKEE.

[illegible]

LEAVE MADISON

[illegible]

LEAVE JANESVILLE.

[illegible]

Passengers for Madison will take the 8 A M train, and arrive at Madison at 1 P M.

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BYRON KILBOURN, Supt.

LAKE SHORE RAILROAD.

CHANGE OF TIME.

ON and after Monday, October 27th 1856, and until further notice Passenger Trains of the

Milwaukee and Chicago Railroad Line

will leave Milwaukee from Foot of Huron street, for Chicago and intermediate stations, at 8 15 A M, and 4 15 P M, regularly, connecting at Racine with Trains for Janesville, Madison and Prairie du Chien, and at Chicago with Trains for all points West and South.

Leave Milwaukee at 4 15 P M, connecting at Milton with Train for Janesville, Madison and Prairie du Chien.

Leave Madison at 7 30 A M, connecting at Milton with Train from Prairie du Chien and Janesville.

Leave Chicago at 8 15 A M, and 4 15 P M.

Fare as low as by any other route.

For Tickets and further information apply at the Office, foot of Huron street.

A. KIMBALL, Gen'l Ticket Agent.

MILWAUKEE & MISSISSIPPI RAILROAD,

FROM THE

MILWAUKEE & WATERTOWN RAILROAD,

THE

LA CROSSE MILWAUKEE RAILROAD,

AND THE

MILWAUKEE & HORICON R. R. at Milwaukee,

AND THE

RACINE & MISSISSIPPI R. R. at Racine,

And connect with the Afternoon and Evening Express Trains for the East over the Michigan Central and Michigan Southern Railroads.

Passengers for Chicago Buy on New York, Philadelphia & Baltimore &c. &c.

Trains leave Chicago for Fall Auburn and intermediate stations 8 10 A M, and 4 15 P M, receiving passengers for the above-mentioned Railroads and places, and making two Passenger Trains each way daily Sundays excepted.

FREIGHT TRAINS start through to and from Milwaukee at 3 00 A M and 1 P M, and arrive at Chicago at 8 45 A M and 6 00 P M.

GEO. BROOKS, Agent Milwaukee.

oct2 O. H. HALL, Sup't.

LA CROSSE & MILWAUKEE R R

Fall and Winter Arrangement.

ON and after Monday, October 6th, 1856, Express Mail and Passenger Trains will run as follows:

Leave Milwaukee

[illegible]

Leave Watertown

[illegible]

Leave Lisbon

[illegible]

Passengers for Madison will take the 8 A M train, and arrive at Madison at 1 P M.

Passengers for Janesville will take the 12 M train, and arrive at Janesville at 5 P M.

All through freight will be carried by Night Trains.

Local freight will be carried by Day Trains.

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Leave Madison at 7 30 A M, connecting at Milton with Train for Janesville, Madison and Prairie du Chien.

Leave Chicago at 8 15 A M, and 4 15 P M.

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A. KIMBALL, Gen'l Ticket Agent.

RACINE & MISSISSIPPI R. R

OPEN TO ROCKTON.

CHANGE OF TIME

ON and after Wednesday the 24th inst the Trains will run as follows:

GOING WEST.

Leave Racine—Lansing Train at 7 00 A M

Freight Train at 7 30

Passenger Train at 4 00 P M

GOING EAST.

Leave Rockton—Passenger Train at 8 00 A M, which will connect with

Night Mail Express Train at 12 15 A M

Pekin at 9 30 A M

Lansing Train at 1 30 P M

7 A. M. Train from Racine connects with the Chicago and Rock Island Express Train for Chicago to Chicago at 12 15 P M, and with Mail Train for Chicago at 1 30 P M.

4 P. M. Train from Racine connects with Mail Train for Chicago at 12 15 P M.

Passengers for Milwaukee leave Rockton at 7 A M, and arrive at Racine in time to connect with the 8 A M Express Train for Milwaukee, arriving there at 9 30 A M.

Passengers for Chicago leave Rockton at 7 A M, and arrive at Chicago at 12 15 P M.

Passengers for Chicago leave Rockton at 4 P M, and arrive at Chicago at 8 45 P M.

Through Tickets to Chicago and Milwaukee can be had at Racine and Rockton.

Freight taken through as low as by any other route.

JOHN H. TURNER, President.

A. Hall, Gen'l Agent. nov1-1856 6m

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JOHN H. TURNER, President.

A. Hall, Gen'l Agent. nov1-1856 6m

GREAT WESTERN MAIL ROUTE

SPRING ARRANGEMENT

ON and after Monday April 7, 1856 Passenger Trains will run between Milwaukee and Watertown 100 M

Leave Milwaukee [illegible]

Arrive at Watertown [illegible]

Leave Watertown [illegible]

Arrive at Milwaukee [illegible]

All through freight will be carried by Night Trains.

Local freight will be carried by Day Trains.

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MILWAUKEE & WATERTOWN RAILROAD.

SPRING ARRANGEMENT.

THE MOST DIRECT AND EXPEDITIOUS ROUTE From Chicago to Cincinnati, Columbus, Pittsburgh, Philadelphia, Harrisburg, Baltimore, Washington, Wheeling, Zanesville, Columbus Dayton and all other important places in the Interior and Northern Districts of Ohio and Pennsylvania—Only Railroad Across Passenger Trains at Chicago connecting with the Michigan Central Depot connecting with the New Albany and Salem R. R. and thence

ZANESVILLE, MT. VERNON, NEWARK AND PITTSBURGH EXPRESS will leave daily, (Sundays excepted) at 12 o'clock P M, arriving at Pittsburgh the next evening and at Louisville by NASHVILLE the second morning. This is the only route running Passenger Cars through from the Interior of the Indiana Central Railroad, Ohio & Mississippi Railroad, Ohio & Pittsburgh Railroad, Pittsburgh, Fort Wayne & Chicago Railroad, Columbus & Xenia Railroad, Pittsburgh, Columbus & Cincinnati Railroad, Cincinnati & Zanesville Railroad, Cincinnati & Marietta Railroad, Cincinnati & Parkersburg Railroad, Cincinnati & Virginia Railroad, Cincinnati & Kentucky Railroad, Louisville & Nashville Railroad, Louisville & Frankfort Railroad, Louisville & Lexington Railroad, Louisville & Portland Railroad, Louisville & Shelbyville Railroad, Louisville & Elizabethtown Railroad, Louisville & Bardstown Railroad, Louisville & Nashville Railroad, Louisville & Memphis Railroad, Louisville & Mobile Railroad, Louisville & Atlanta Railroad, Louisville & Charleston Railroad, Louisville & Savannah Railroad, Louisville & Augusta Railroad, Louisville & Richmond Railroad, Louisville & Washington Railroad, Louisville & Baltimore Railroad, Louisville & Philadelphia Railroad, Louisville & New York Railroad, Louisville & Boston Railroad, Louisville & Portland Railroad, Louisville & Quebec Railroad, Louisville & Montreal Railroad, Louisville & Toronto Railroad, Louisville & Detroit Railroad, Louisville & Chicago Railroad, Louisville & Milwaukee Railroad, Louisville & Minneapolis Railroad, Louisville & St. Paul Railroad, Louisville & Duluth Railroad, Louisville & Superior Railroad, Louisville & Ashland Railroad, Louisville & Ironton Railroad, Louisville & Portsmouth Railroad, Louisville & Maysville Railroad, Louisville & Covington Railroad, Louisville & Newport Railroad, Louisville & Cincinnati Railroad, Louisville & Columbus Railroad, Louisville & Dayton Railroad, Louisville & Springfield Railroad, Louisville & Xenia Railroad, Louisville & Zanesville Railroad, Louisville & Marietta Railroad, Louisville & Parkersburg Railroad, Louisville & Virginia Railroad, Louisville & Kentucky

VOLUME XI. MILWAUKEE DAILY SENTINEL, THURSDAY MORNING, DECEMBER 11, 1856. NEW SERIES.


# THE DAILY SENTINEL.

RUFUS KING & WM. R WATSON,
PROPRIETORS
Under the Name and Firm of Rufus King & Co.

MILWAUKEE,
*Thursday Morning, Dec. 11.*


### Wisconsin Almanac and Annual Register for 1857.

We shall publish early about the last of January, No 2 of our WISCONSIN ANNUAL REGISTER containing, in addition to the Calendar for the year, Description of Wisconsin, List of Members of all the successive Legislatures, Tables of all the general Elections held in the State, Census of 1855 by towns, &c., &c., an Appendix, giving much other valuable matter We propose to add to the matter contained in the Register for 1855 the Election Returns for last November, by towns—the new Apportionment Bill—the Assessment and Equalization of Property for 1856—the Vote of the Union for President—besides other valuable statistics for reference the whole making a pamphlet of about 120 pages

Price for single copies 50c a liberal discount made to those who buy to sell again RUFUS KING & CO

### The Sentinel—Past, Present and Future

Yesterday completed *four* years since the first number of the Daily *Sentinel* was issued in Milwaukee From that date (Dec 9, 1811) to the present, notwithstanding the usual "lets and hindrances," incident to new paper printing, the *Sentinel* has been regularly issued every week day morning, Holidays excepted, without a single intermission It commenced life as a small five column sheet, boasting a circulation of 500 or 300 copies and published in a thriving little town of six, or seven thousand people It has, in these twelve years, attained to very respectable dimensions, circulates 1,000 copies and is published in a busy and beautiful city of 40,000 souls The *Sentinel* Office in 1844 might have been worth $2500 Now, in 1856, we should be very loth to put it at less than $25,000 or $30,000 The aggregate circulation of Daily and Weekly in 1844 was 925 copies On the 1st of December 1856, our aggregate circulation, Daily Tri Weekly and Weekly, was 760, and steadily increasing The difference in the Advertising and Job business of the office, between '44 and '56, is still greater than in the circulation There are now employed in and about the *Sentinel* Office, some 40 persons, whose aggregate wages per week vary from $250 to $300 Add to this our weekly expenditures for paper, ink, fuel, gas, telegraphing, insurance &c, and our readers will have some notion of what the establishment costs per week For the year 1855, the total expenses of our Office amounted to $31 00, averaging $611 75 per week During the current year, our average expenses have not been less than $700 per week. It is satisfactory to know that our business has increased in proportion, and that the circulation, advertising and job patronage of the *Sentinel* has never been so large as now

With the incoming year we shall make renewed efforts to deserve the very liberal and constantly increasing patronage which the *Sentinel* now enjoys As the circulation of our paper is very much the largest of any published in the State, and being the oldest and best-known of the Wisconsin daily press, it offers unrivalled advantages to ADVERTISERS Our JOB OFFICE has been recently stocked anew with a full and complete assortment of material, enabling us to fill all orders for every variety of Book, Pamphlet, Card Note, Handbill, Rail Road, or Bill Printing, in the best style, at the shortest notice, and on the cheapest terms In all these particulars, we intend that the *Sentinel* Job Office shall be without a superior in the North West — Of our Daily, Tri Weekly and Weekly issues we will only say that they will be devoted, as heretofore, to the best interests of our city and State and to the defence and diffusion of FREE PRINCIPLES, as illustrated in the doctrines of the REPUBLICAN Party, and that no pains or expense will be spared by the proprietors to make the *Sentinel*, at all times the vehicle of the *best* news, political, commercial and general It is their ambit on to maintain the position which the *Sentinel* has won among the leading papers of the North West, and to keep pace, in its improvement, with the wonderful progress of our City and State in all the elements of material prosperity, enlightened civilization and social refinement Give us then, kind friends and patrons, your aid and countenance for the coming year, and we promise to make the *Sentinel* still more worthy of your confidence and support and of the prosperous and promising city and glorious State in which it is published

ADDRESS OF THE REPUBLICAN STATE COMMITTEE —Our State Central Committee has issued an able Address to the people of Wisconsin which we shall endeavor to find room for in a day or two

MINNESOTA AS A STATE —The Territory of Minnesota is now supposed to contain a population of 200,000, and is very rapidly increasing in numbers The subject of admission to the Union as being discussed in the papers, and will doubtless occupy the attention of the Legislature this winter Opinions differ as to the mode of dividing the immense territory in forming a State There is sufficient population for two States already

☞ On Tuesday, the 2d inst, the wind being northeast, the water in the new slips at Toledo five feet above ordinary height On Wednesday morning the wind shifted to the southwest, and by afternoon the water fell to a point as much below the usual height as it was in the morning above The flats in the river were laid bare, and the ferry boat, in consequence, ceased to run So says the *Blade*

### The Aid Societies.

The Missouri Democrat, one of the Fusion papers during the late campaign, has got rather tired of the "Aid Societies" and publishes a letter from Kansas, in which it is distinctly stated that above all things people to go there upon the promise of being provisioned, etc, for a year, abandoned them as soon as they arrived, and left them to shift for themselves the moment they had made all the political capital out of them they could

This is the beginning of a splendid tirade in yesterday's *News* against the 'Aid Societies,' who have helped along the good work of planting Free Institutions in Kansas The attack starts with the bold falsehood that the Missouri *Democrat* was "one of the Fusion papers during the late campaign" So far from this being the fact, the *Democrat* is the leading organ of St Louis Democracy and a zealous supporter throughout the late canvass, of Buchanan and Breckenridge It has indeed, frequently and fearlessly exposed the villainous outrages of the "Border Ruffians" and the wretched imbecility and criminal inaction of the Pierce Administration But it could not do less and retain its position as a fearless, outspoken, independent Democratic journal As to the letter from Kansas, to which the *News* refers, its statements are fully met and most satisfactorily answered by the Secretary of the Chicago Aid Society in a communication to the *Tribune* of that city Not a tittle of proof exists that a single dollar of the Kansas Aid Fund has been misapplied, while the evidence is abundant and incontrovertible that the generous contributions of the Freedom loving men and women of the East and West have done and are doing a world of good in Kansas. Let them persevere in the work until our brethren in Kansas are sufficiently strengthened for the impending and decisive struggle with the gathering hosts of SLAVERY

THE SALE OF THE SCHOONER DEAN RICHMOND. The Schooner *Dean Richmond* was sold in Liverpool at a *loss* of about $5 000, instead of at a profit, as was reported.

### The Trade of Western and North-Western Wisconsin, Iowa and Minnesota—To our Wholesale Merchants.

We had a call yesterday from M W D Sill, late engineer of the La Crosse and Mil R R, who is now located at La Crosse in business, and who has since his residence in that country, like every other intelligent man who remains long enough there to know anything of its trade, become impressed with its present magnitude and prospective growth, and desires to call the attention of many old friends here to the subject We published an article some days since, based upon the Steamboat business of the upper Mississippi design d to pave the way for further remarks upon this subject, which we regard is one of the great t importance to the business interests of our city

In again alluding to the matter let us mention one fact showing the extent of the trade on the Mississippi, which crowds that great thoroughfare early in the Spring, to it—that in the first 15 days of June of the present year about 150 *steamers* (or *half of these—*AN AVERAGE OF TEN BOATS PER DAY) That number of boats will not suffice for another year, for the population and the wants of that population are greatly increased

On the opening of navigation next spring, Milwaukee and Mississippi Railroad will be completed to Prairie du Chien, ready to bring hither the merchants of the North west, and to transport their goods to the river Doubtless many of those merchants will find their way to our city of their own accord, but our Wholesale Houses will not exhibit that spirit of energy and far sighted wisdom which belongs to the true merchant, if they sit still and wait for business to come to them They have but to stretch out their hands to grasp an immense trade immediately on the opening of navigation in 1857— Will they do it?

We are ready to confess that, with all that we have been told in our numerous exchanges of the importance of the business referred to, we have not realized it, and we are sure that the merchants of Milwaukee do not begin to appreciate it If they do not, let them straightway reflect upon it Take one of Chapman's maps, containing Wisconsin Iowa and Minnesota, and spreading it out before you on the counting house desk, study it carefully See the sweeps of trade which can be commanded from Prairie du Chien Look over into Northern Iowa, and see thriving towns, the merchants of which are doing a prosperous business—into the people of a well settled and very fertile agricultural country Look into Minnesota, already containing over 200,000 people, which must be supplied with almost everything from the start Look at the growing towns along the Mississippi river Follow up the large streams which come down from the prairies and farming lands of North western Wisconsin, and see villages springing into existance everywhere, and the whole region beginning to teem with a busy, driving population — Surely here is a trade worth striving for MERCHANTS OF MILWAUKEE! What do you mean to do about it

We can tell you what others, whose places of business are farther from this western region and whose facilities for reaching it are less than yours, are doing about it Members and agents of them firms are out already, making the acquaintance of these people and will spend the winter among them, inducing them to try *their* markets They will with all the energy and diligence of wide awake men, place their business cards and circulars in the hands of all the merchants whom they reach They will *not* of course say a good word for Milwaukee and her merchants everywhere, of course they will! Perhaps it is as well to rely upon *their* representations to direct trade this way, but we think not, and we have written this article in order that such of our merchants as have not yet given sufficient consideration to the subject may do so without delay

The field is an inviting one to enterprising, merchants A vast trade may be secured if they only will have it, and a tide of wealth poured into their laps, of which neither it's, nor we can form any adequate conception now Will they act?

### The "Port Huron and Milwaukee Railway."

The *News* publishes an extract from a letter from a gentleman at Port Huron, to a friend in this city, in which he says

The company have secured the finest depot grounds here on the continent Men of means and energy have taken hold of the enterprise and the contractors are now erecting their shanties and setting them men at work, all along the line Two years at the farthest will see the road completed to Owosso, and by that time the Detroit and Milwaukee will be completed to Grand Haven

The grade and bridging of the Sarnia Branch of the Great Western, is all done with the exception of some six miles The freight and passenger depots and car buildings, are also of at Port Sarnia, (opposite this place) and early next fall they will have the track laid and cars running. Our distance (by traveled routes) to New York, will thus be shortened over 140 miles, and while the Port Huron and Milwaukee Railway is completed your travel to New York, by this route, will be 45 miles less than over the Detroit and Milwaukee, by Detroit, and over 150 less than by Chicago, your present route

By the Report of the Detroit and Milwaukee Railroad Company, which we gave the other day, it was seen that the writer of the above is very far out in his calculations as to the time of completion of that road and we hope that he is as far out in his estimate of the time of completing the Port Huron and Milwaukee Railroad The latter, with the Sarnia Branch of the Great Western Railroad, is in truth the Air Line route, and must command a large business from the start Practically, the construction of the two lines is equivalent to a double track road for nearly 200 miles of the distance between Grand Haven and Niagara Falls

For the Daily Sentinel

### Board of Trade Meeting.

MESSRS EDITORS —Allow me, through your columns, to urge upon the business men of the city, the necessity of a full and punctual attendance at the Board of Trade Meeting to be held on Friday evening of this week The matters to be discussed are of vital importance to the reputation of Milwaukee, and its future growth and prosperity

In order to have an ANNUAL REPORT that shall be of service to us, it is essential that the statistics and details be well digested and judiciously selected In order to do this, *all* interests should be represented Let Bankers Railroad men, Merchants, Mechanics and in fact all classes take part in arranging the plan of the Report

It has been suggested that a Railroad map be inserted in the Report, and this will require the attention of every Railroad Company in the city, in order to have it correct and reliable

Another thing of importance to the city is the careful preparation of a statement of the wants of the city in the way of Banks, Manufactories, &c, &c and the only way to arrive at these is by general discussion and suggestion

No man is so busy at this time as not to be able to devote one evening to the interests of the noble and growing city of Milwaukee Let the room be crowded on Friday evening, promptly at 7 o'clock A MEMBER

Milwaukee, Dec 10, 1856

HAD HIM THERE —We had one of the best jokes of the season in the House to day, Esther Hedge, of Tennessee, was speaking of the attachment of the slaves to their masters, and of their happy exception from the cares and anxieties which perplex their masters By way of illustration, the gentleman said, 'Now, my slaves would follow me to Boston, and no one could seduce or entice them from me, and while I am lying awake nights to devise ways and means to pay the next execution which shall come against me, my slaves are enjoying the most quiet and undisturbed slumbers' 'Stop there,' said Day, of Ohio, "your slaves know very well that if you do not pay the execution against you, they must." The gentleman from Tennessee frankly admitted the justice of the correction —*Wash Cor. Bos. Post*

JACOB LITTLE'S FAILURE—ITS EFFECT ON STOCKS —The N Y *Tribune* of the 8th says

Most of Mr Little's purchases to fill his shorts appear still to have had no effect in diminishing the business of the street, and the variation in their prices is on the average scarcely 1 per cent

There is no new feature of importance in the matter of Mr Jacob Little's failure He has yet made no proposition of settlement of his contracts excepting to take the lowest prices of Friday as the basis This is objected to by some of his creditors who argue that he caused low prices to rule at the morning Board by throwing large quantities of cash stock upon the market, and the average prices of the day would be fair test He is not yet prepared to say when he can pay them in full He only expresses his intention to settle upon honorable terms The amount of his differences has probably been greatly over estimated and the best judges now estimate that they will fall short of half a million — One house holds over $160,000 against him another 70 000, another 40,000 two others about 15 000 each, and beyond these the amount must be moderate Most of the creditors have expressed their determination to settle with Mr Little upon whatever fair terms he proposes and no doubt in every case his request will be granted

INDIA TROUBLES

The Indian difficulties in the West have been successfully terminated, except with the Cheyennes

A vigorous campaign has been projected against the Cheyenne Indians Gen Harney commanding the military post

WESTERN TROOPS

The expense and embarrassment to the service resulting from the present policy of locating military posts in advance of settlement, and along emigrant routes across the continent, continue to be enormous Official correspondence between the Commissary Department and the Quartermaster General, will probably complete the history of the present system

PAY DEPARTMENT

The great number of resignations in the army show the necessity for an increase of pay Its evidences a policy unjust to its officers and prejudicial, while the hard service and frontier positions of the officers require the best talent which the other officers of the government are called upon to make the expense of living at these points greatly increased and the pay is about the same as it was fifty years ago It is bad economy, the report continues, to drive the active and intelligent from the service which they adore

OLD AND NEW FIRE ARMS

The operations of the national armories have been restricted during the past year to the new models for small arms, and the alteration of old models to the long range rifled arm and to the preparations requisite for the exclusive manufacture of the adopted new model, which is a rifled arm such as is commonly call d the Minie Rifle, with an improvement of the lock after Maynard's plan The alteration of the common flint locks to the self priming has been effected to a limited extent The reports recommends the alteration to this model of all the old arms of the United States, including those distributed to the State There are, altogether, upwards of half a million

ARSENALS

The arsenals at Watervliet N Y and Lafayette, N O, are recommended to be used for arsenals of construction, for which an extension of the buildings is required

A NATIONAL FOUNDRY

The Secretary renews his recommendation for the establishment of the national foundry for casting guns

FORTIFICATIONS

The sea coast fortifications are progressing, but there is much yet to be done before many of the most important will be efficient. The fortifications for harbor defences are held to be most efficient and reference is made to the failure of formidable naval armaments against fortified places in the Black Sea and the Baltic as showing conclusively that properly constructed fortifications are a sure reliance against the most formidable fleets

A RETIRED LIST

The Secretary renews his recommendation for a revised list of disabled officers as might conduce to the efficiency of the service

### The Emigrant Road to the South Pass.

Col Wm H Nobles, the Commissioner appointed by Government to locate the road from Fort Ridgely in this Territory to the South Pass of the Rocky Mountains, arrived in town yesterday. Col N and staff have been absent from St Paul about five weeks and have located the road westerly from Fort Ridgely about 100 miles to Big Stone Lake, on the Missouri River. The depot has been established and will be the starting point on the receiving of open those in the spring

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Hole in the Mountain is so called from a deep ravine through the high bluff inside the passage of a tributary of the Big Sioux The road will be located through this ravine

Not an accident has occurred to any of the members of the party or the team for either has taken place and they returned in good health & looking rather better for their recent adventure and fatigue —*St Paul Met*

SIX MILLIONS OF DOLLARS —The Mercantile Marine Insurance Company publishes the yearly statement that it has paid during the past three years, over six millions of dollars to the merchants for marine losses, or two millions per annum And yet the Company is sound solvent and flourishing, suggesting another startling fact in regard to the enormous amount which the merchants must have paid into the Company in the meantime in the shape of premiums or policies —*N Y Mirror*

### "Stand by the Rope, I am going to Him!"

WATERVILLE, WASHOSHA Co, }
December 3d, 1856 }

MESSRS EDITORS —On the morning of the last inst, four small boys broke through the ice on the Lake near the School House, at this place, ten or twelve rods from the shore One of the boys had attempted to rescue his brother, and had himself fallen in The alarm was soon given, and the villagers hastened to the scene, but the ice was so thin that they found it impossible to afford any relief

At the moment a young man named John Adams, about eighteen years of age, came forward, and putting off most of his clothes, took a long fishing spear and plunged into the Lake, and succeeded in rescuing two of the Lewis boys—one of whom was just sinking He then started for the third and was barely in time to save a little fellow ten years of age By this time Adams was nearly exhausted but another boy still remained in the water and seeing his mother standing in deep distress, a witness to her son's almost inevitable death his noble spirit could not resist her appeals He said to her, "*I will* save your son or die" Tying a rope around himself, he told those on shore to pull him in if he sank, and crying out, "Stand by the rope, I am going to him" he plunged in again and swam out some ten rods, breaking the ice with his hands He reached the boy just as he disappeared, seized him brought him safely out, and restored him to the arms of his mother, amidst the tears and congratulations of men, women and children It was the most thrilling scene our people ever witnessed Not one boy or man in ten thousand, would or could have done what John Adams did, in this awful emergency Such an act of self devotion and true heroism, deserves far more than a commendatory notice in the newspapers, but, after all, the consciousness of having thus bravely and successfully performed it is perhaps his best reward It will never be forgotten by the people of this village and vicinity —*Cor Waukesha Plaindealer*

## THE NEGROES RISING.

### APPREHENSIONS OF SERVILE WAR

Louisville, Dec 1

Hopkinsville, December 3 — Our little town is up in arms at the present writing "The negroes are marching upon us," is heard from every mouth This morning several messengers arrived from Lafayette, a small town 18 miles south of Hopkinsville calling on the citizens of this place to come to their assistance as they were momentarily expecting an attack from 400 negroes Two hundred or about six hundred negroes About one hundred and fifty persons left immediately for the seat of war They were under the immediate command of both Captains Jones and Jackson, and Sheriff Gowan

Hopkinsville is strongly guarded It is rumored that we shall be attacked to night I will write you again to morrow, would telegraph, but all communication has been cut off, the telegraph poles being cut down Our whole community was thrown into a state of intense excitement this morning upon receipt of the following letter from Lafayette

VIGILANCE COMMITTEE ROOMS }
Lafayette, Ky, Dec 2 }

Gentlemen of Hopkinsville From reliable information we expect an attack from the negroes of the Iron Works, on our town to morrow morning—perhaps to night Please come to our assistance, as we are in great danger

[Signed] JOHN H RUSSELL Sec
H S SEPERL,
J P FLINT
J W FRAZER,
B HALL,
J J ROGERS
J R SMITH, Committee

### Report of the Secretary of War—Action of Jefferson Davis, of Mississippi.

The authorized strength of the regular army is 17,894 men The actual strength at the date of the returns, July 1 1856 was 15,626 The number of enlistments made during the twelve months ending Sept 30 1851, was 4440 The number of officers refused on account of minority and unfitness for service was 1,284 The number of casualties during same time was 1,696, of which 242 were by desertion

INDIAN TROUBLES

The Indian difficulties in the West have been successfully terminated, except with the Cheyennes

A vigorous campaign has been projected against the Cheyenne Indians Gen Harney commanding the military post

WESTERN TROOPS

The expense and embarrassment to the service resulting from the present policy of locating military posts in advance of settlement, and along emigrant routes across the continent, continue to be enormous Official correspondence between the Commissary Department and the Quartermaster General, will probably complete the history of the present system

PAY DEPARTMENT

The great number of resignations in the army show the necessity for an increase of pay It is evidence of a policy unjust to its officers and prejudicial, while the hard service and frontier positions of the officers require the best talent which the other officers of the government are called upon to make the expense of living at these points greatly increased and the pay is about the same as it was fifty years ago It is bad economy, the report continues, to drive the active and intelligent from the service which they adore

OLD AND NEW FIRE ARMS

The operations of the national armories have been restricted during the past year to the new models for small arms, and the alteration of old models to the long range rifled arm and to the preparations requisite for the exclusive manufacture of the adopted new model, which is a rifled arm such as is commonly call d the Minie Rifle, with an improvement of the lock after Maynard's plan The alteration of the common flint locks to the self priming has been effected to a limited extent The reports recommends the alteration to this model of all the old arms of the United States, including those distributed to the State There are, altogether, upwards of half a million

ARSENALS

The arsenals at Watervliet N Y and Lafayette, N O, are recommended to be used for arsenals of construction, for which an extension of the buildings is required

A NATIONAL FOUNDRY

The Secretary renews his recommendation for the establishment of the national foundry for casting guns

FORTIFICATIONS

The sea coast fortifications are progressing, but there is much yet to be done before many of the most important will be efficient. The fortifications for harbor defences are held to be most efficient and reference is made to the failure of formidable naval armaments against fortified places in the Black Sea and the Baltic as showing conclusively that properly constructed fortifications are a sure reliance against the most formidable fleets

A RETIRED LIST

The Secretary renews his recommendation for a revised list of disabled officers as might conduce to the efficiency of the service

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### Loss of Life on Railroads —The Annual Report of the Railroad Commissioner of New York discloses some interesting facts relative to the safety of Railroad travelling We take the following from a summary of its tables

Of the persons killed, eight per cent were passengers, thirty-one per cent. employees, and sixty one per cent neither passengers nor employees Four fifths of the passengers killed, or one third of those injured, suffered in consequence of their own imprudence Three fifths of the deaths and one fourth of the injuries not resulting in death, were caused by persons walking upon the track, or attempting to cross the track at public highways. One passenger was killed out of every 1,262,165 who traveled and one was either injured or killed out of every 341,125 Exclusive of all accidents growing out of the imprudence and fault of the passengers themselves, but one was killed out every 1 310 828 who traveled, and one was either injured or killed out of every 665,300

NEW LONDON, WAUPACCA COUNTY —This little town is an illustration of the growth of Wisconsin The *Times*, published there, says

Two years ago we numbered only 31 inhabitants On it we now mark the change! We have 600 inhabitants, of a genuine, Yankee enterprising spirit, full 150 dwellings and stores, a good portion of which would be ornaments to most any large town a printing office and newspaper, which is destined to be up with its older contemporaries in point of energy, three hotels eleven stores, three doctors, one lawyer three clergymen

THE LABOR OF GETTING OUT OF RUSSIA —The Nord of Brussels, contains the following from its Moscow correspondent

The labor of leaving Russia is one worthy of Hercules In order to obtain a passport at St Petersburg, I have been compelled to undergo the following torture

1 To be announced three times in the public journals

2 To obtain a certificate of the execution of this formality

3 To carry this certificate to the police magistrate of the quarter, who furnished me with a second certificate

4 To be be myself to the bureau of Prince Dalgorouki, where this certificate was exchanged for a counter mark

5 To go to the *bureau d address* where another certificate was given me

6 To run to the Governor General, who furnishes me with a passport

7 To exhibit this passport to the steam pack it office, before taking a passage. I was partially fortunate, for the accomplishment of the above formalities took up only three days, many others have been detained three weeks

### A Sad Event.

Miss Annie Lachaise, daughter of James M Lachaise of this city, died on board the Ariago, on the 3d inst, after a short illness from brain fever, aged 19 years This young lady was engaged to be married to a gentleman of this city, immediately on her arrival, and the bridal wreath was bespoken To day, the flowers that were to have adorned her nuptials are strewn upon the bridal bed of death! She was buried in her wedding robes this morning

The delay in the arrival of the steamer caused some anxiety among those who had friends on board, and there was one who watched at the wharf until midnight on Friday and when the good news was telegraphed—"the Arago is below"—he went home to his friends inexpressibly happy The next morning, on going early to the slip to welcome the bride of his heart, he found that "the soul of his soul's idol" had just departed The cold casket was there but the beautiful jewel was gone It is a sad thing, at best, to fix one's affections on those lovely, yet perishable beings, whose brittle hold on life—

—'is like the spider's thread,
That breaks at every breeze

*N Y Mirror, Dec 6*

### Mr. Webster on Cooking Potatoes—to Fletcher Webster.

GREEN HARBOR, May, 1840

DEAR FLETCHER I send a quarter of a lamb to roast, and if not too rainy will come to dine with you Tell Mr Baker the hour

Potatoe Let these potatoes be peeled early, and thrown into a basin of cold water till time to cook them Let them be boiled in a good deal of water When done, pour off all the water, shake up the potatoes a little hang on the pot again, and let the potatoes dry two or three minutes, and then bring them to the table I remember when we heard Hannah Curtis shaking her pot we knew that dinner was coming I should be glad to know what Rev Mr Stuart says D W

BELOIT COLLEGE —The catalogue of this institution for the current year, has just been published There have been one hundred and six by four students in attendance in the different departments during the last year The college is in a flourishing condition, and for thorough usefulness in discipline as well as in the instruction given it is equal, and we think superior to any other similar institution in the western country

The Faculty at present consists of the following persons, who are well qualified for their stations —President, Rev A L Chapin, D D, Professors, Miles P Squires, Jackson J Bushnell, Joseph Emerson, Franklin W Fiske, Wm Porter, John W Fiske, Principal of Preparatory Department, Peter McVicker

The winter term of the College commences the 7th of January —*Beloit Journal.*

MATTERS AT MADISON —The State *Journal*, of Monday says,

The Supreme Court met at the Capitol this afternoon to hold the winter term. There are a large number of State cases on the docket, of others quite a limited number The excitement of the Presidential campaign has probably been unfavorable to litigation

The Commissioners appointed to investigate the matters connected with the Lunatic Asylum contract meet here to morrow


## SPECIAL NOTICES.

*Real Estate Agencies.*

J. S FILLMORE,
LAND, REAL ESTATE
—AND—
COLLECTION AGENCY
No. 243 East Water Street,
OPPOSITE WALKER HOUSE AND POST OFFICE

Stocks of the Rock River Railroads bought.

LA CROSSE MAIL Will make daily connections, purchase at the highest market rates and is prepared to buy $40 000 La Crosse City and County Bonds for investment or to advance money on them J S FILLMORE

NOTES, BONDS AND MORTGAGES
I AM PREPARED to buy or negotiate Notes and mortgages or make advances on the same
dec 9 J S FILLMORE

TO RENT.
A HOUSE ON RACINE STREET will be rented by the month
Rooms over Main Store
dec 6 J S FILLMORE

FOURTH WARD RESIDENCE.
THE residence of Robert W Chamberlain in the Fourth Ward, on Public Square is offered for sale
It is one of the best locations in the city and will be sold at a bargain [dec 4] J S FILLMORE

TO LET.
A GOOD HOUSE and garden in the Fourth Ward Possession given December 15th
nov 29 J S FILLMORE

GOOD BUSINESS STAND
2 and 100 rods on the Green Bay Road House and Grocery for sale cheap
nov 26 J S FILLMORE

No. 200 East Water Street,
TWO DOORS SOUTH OF NORTH STREET
Until I can secure a suitable stand
Merchants from the country, farmers, and all others will find it profitable to call on me personally and examine my stock and prices before purchasing elsewhere
I have been able to rent a store large enough for my business for a short time only. I have therefore temporarily located in
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WILLIAM STRICKLAND
dec 11 27

FOR SALE
Lots 7 & 8, Block 55, Wilkins Place
nov 25

CASE & SANBORN,
GENERAL REAL ESTATE AGENTS,
Iola Lake, Dodge County, Wisconsin.
TO THOSE seeking Homes in the West we offer for sale in this County Improved and Unimproved Farms, Village Lots, and Lots in the Village of Iola
It is free from incumbrance and will be sold on very easy terms
Also, a farm of 150 acres 60 acres heavy timber 2 miles from Waterloo Post Bridge
1000 acres 7 miles on the line of the Milwaukee & Mississippi Railroad in Crawford and Richland Counties
Also 76 lots in the city of Sheboygan These lots are finely situated and will be sold in a great bargain I will sell them cheap for 20 dollars down, 25 dollars in six months balance in two years interest at 7 per cent
nov 11 DANIEL NEWHALL

PAPER WARE HOUSE.
No. 243 East Water St., Milwaukee.
THE SUBSCRIBERS have now on hand and are receiving, a large assortment of the various descriptions of Paper ever offered in this city
Their stock consists of Book Printing, Cap Letter and Note Papers of every grade Envelope Hardware Manilla Shoe Tack and Nail Wrapping Papers Cards and Card Board Printing, Lake, Envelope Twine etc etc
Any articles in our line we are at the lowest Eastern prices
dec 10 Depositories of the Hudson Paper Mills

Congress Letter Paper
500 REAMS of Hudson & Potter's best Congress laid papers received this day
nov 10 NOONAN & McNAB

WHOLESALE DEALERS in Paints, Oils and Colors will find it to their interest to call and examine our stock and prices
NOONAN & McNAB,
No 243 East Water street, Milwaukee, Wis
nov 11 Th Sat nov 15

BADGER SAFES.
No 225 East Water Street,
MILWAUKEE, - - WISCONSIN.

BERLINER & BRUNO,
Are now receiving their
Fall Stock
Warranted to stand Fire every time!
These safes are made of the very best of
Rods iron and filled with Brass Locks and bolts to defy burglars
We are in receipt of the following articles from No 1 weighing 2,000 lbs at $150 to No 8 weighing 3,200 lbs at $650 and we can furnish any intermediate size
Reference also Hankin and others
BERLINER & BRUNO,

REMOVAL!
PREMIUM FURNITURE ESTABLISHMENT
OF
NOYES, BLETZINGER & CO
N B & Co would respectfully call the attention of their numerous customers and the public generally to the fact that they will continue the Furniture and Upholstery business at their NEW STORE near the old stand where a large rich, and unsurpassed stock of Goods will be displayed of as rich a pattern, always bearing in mind their Motto of "*Quick Sales and Small Profits*" Our stock of Goods, as heretofore, will consist of a variety of Low Priced Medium and Fine Furniture Rose Wood, Mahogany Walnut and Oak Sofas or separate Also Paint d Chamber Furniture of various styles And we are confident that the patronage we are already taking at satisfactory our customers, will be sufficient to encourage us in our well established stand Having in our ware rooms the largest assortment of Furniture ever offered for sale in this city, we feel confident that the public will find it to their interest to call and examine our stock before purchasing elsewhere
Remember the place
NOYES, BLETZINGER & CO
Milwaukee April 11 15

A. H. BURDICK,
NOTARY PUBLIC
Office in the Counting Room of the Sentinel Office.
ALL BUSINESS ENTRUSTED TO HIM WILL BE promptly attended to
Milwaukee April 11 15 apr12d165 1y

MARINE.

PORT OF MILWAUKEE—Dec 10, 1856

CLEARED.
The propeller *Sun* left for Chicago yesterday morning through the ice on the river, her bows having been covered with iron for the purpose

MARINE INTELLIGENCE.
The propellers *Buckeye* and *Young America* of the North western Transportation line, passed up yesterday for Milwaukee and Chicago They will be the last boats to pass the Straits this fall The *Ogdensburgh* and *Bay State*, of the same line passed down for Ogdensburgh yesterday —*Det Adv 9th*

The Detroit—The steamer May Queen arrived from Cleveland yesterday and now goes into winter quarters The steamer Bay City arrived from Sandusky, and also lays up for the season
The May Queen, Ocean and Bay City have closed an exceedingly successful and fortunate season
The steamers Sam Ward and Magnet when left here some day since for Saginaw, have reported not being able to get in there on account of the ice The Sam Ward went with six miles of the mouth of the river on which men were crossing in sleighs The Ward will now lay up until Spring I thought proper to send her one or two trips to Port Huron
The Forest Queen expected from Port Huron and Lexington to day She leaves Craig's dock—*Detroit Advertiser 5th*

PASSENGERS ON STEAMER —There is some anxiety felt by the owners of this vessel here for her safety She left Port Nov 27th under command of Capt Ben Williamsburgh She was seen at Mackinaw, Sunday last, by Fred Bates passed with the mail It is only 6 hours sail from Collingwood and nothing is known of her since on her peculiars making no mention of her being among the numerous islands east of Lake Huron or in Georgian Bay and Capt Wilkins who sailed the Queen City last year in the Collingwood line is at home on these waters —*Chicago Tribune.*

## SPECIAL NOTICES.

I. O. O. F.
THE MEMBERS of Milwaukee Lodge No 2 are hereby notified to meet at their Hall, to attend the funeral of our late brother BENJAMIN F ADAMS, to morrow, at 1 P M
Dec 11 J S BUCK N G

The Great Holland Remedy!
DELFAVES HOLLAND BITTERS —Persons subject to nervousness or headache, will find in Boerhave's Holland Bitters a sure, safe and pleasant remedy. It soothes the disordered head, corrects acidity of the stomach assists digestion and creates a healthy appetite It is, without doubt a most delightful preparation and an effectual remedy The fact that it is now a popular medicine throughout all the Holland settlements in Wisconsin New York, Michigan, Illinois and Indiana, speaks much in its favor
CAUTION —Be careful to ask for Boerhave's Holland Bitters The great popularity of this delightful Aromatic has induced many imitations, which the public should guard against purchasing
Sold at $1 per bottle, or six bottles for $5, by the proprietors,
BENJAMIN PAGE Jr & Co
Manufacturing Pharmacists and Chemists, corner of Sheffield and Third Streets Pittsburgh
dec 1 1y

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TO RENT.
A HOUSE 

## INSTRUCTION.

### ENGLISH AND MERCANTILE ACADEMY,

No. 69 Wisconsin street, Milwaukee, Wisconsin

THE PRINCIPAL BOOK-KEEPER informs the public that the Winter Term of his School commences Monday December 8, 1856.

The Instruction, both in the above and various branches of an English and Classical education, will be given by competent teachers, under the personal supervision of the Principal.

Terms, per quarter of eleven weeks, $10.

Pupils received at any time.

Circulars may be had at the Principal's office, or at the Bookstores.

dec8-d1w

### PRIVATE DEPARTMENT.

A competent male teacher, of good character, and of experience, has been engaged for this department.

### MRS. LADDS' DEPARTMENT

is in a separate room, adjoining the above.

In both these departments will be taught all the branches of a thorough English education, including the Higher Mathematics, French, Latin and German languages, and whatever else parents may desire their children to learn.

The Principal will be assisted by competent teachers in the various departments of Trade and Commerce, including general Clerical duties, Mercantile Calculations, Commission and Shipping Business, Individual Partnership and Company Business with Commercial Correspondence in English, French and German. Each Student is taught proper all manuscripts in a bold and rapid hand, which serves as a great auxiliary to him in securing an excellent style of writing. A hand writing in every respect adapted to business pursuits is also warranted to every student who takes a full course with a Diploma.

Through the extensive business acquaintance of the Principal many of his students obtain profitable situations.

Lectures and Gentlemen's French Class at the Principal's Mercantile Class at 7 P. M. Evening Class at 7 P. M. German Class at 8 P. M. Evening Classes are held during the winter, Saturday evenings excepted.

Pupils can enter at any time, day or evening.

For terms and particulars see Circulars.

dec4-d1w

O. F. LARIGO, Principal

### LESSONS IN Foreign Languages.

MR. AND MRS. L. N. B. DECHEZEAUX, from Paris for four years past instructors in the Milwaukee Female College, have the honor to inform the public that they will open classes in the French, Italian and Spanish languages on the 1st of September next. The course of instruction will be according to the age and intelligence of the pupils, and the classes kept distinct and separate, the first being arranged with that view.

Gentlemen wishing to speak, read or write the above languages can receive lessons at their residence, No. 21 Spring street, at such hours as may be agreed upon.

Mr. DECHEZEAUX will also give lessons in French, Spanish and Italian at his residence, 14 Chestnut street, from 12 to 2 o'clock P. M